

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

NUMBER 35

THE RIO NEWS

PUBLISHED TRIMONTHLY
for the mail packets of the 5th, 15th and 24th
of the month.

A. J. LAMOUREUX, Editor and Proprietor.

Contains a summary of news and a review of Brazilian affairs, a list of the arrivals and departures of foreign vessels, the commercial report and price current of the market, tables of stock quotations and sales, a table of freights and charters, a summary of the daily coffee reports from the Associação Commercial, and all other information necessary to a correct judgment on Brazilian trade.

(Cash invariably in advance.)

Subscription: 20,000 per annum for Brazil,
\$10.00 or £2 for abroad.

SINGLE COPIES: 600 reis; for sale at the office
of publication, or at the English Book Store, No. 67 Rua do
Ovidor.

All subscriptions should run with the calendar year.

EDITORIAL AND PUBLICATION OFFICES:—
79, Rua São de Setembro.

Subscription and advertisement accounts will be received by

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154 Nassau Street, New York.

MESSRS. STREET & CO.,
30 Cornhill, LONDON E. C.

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São Paulo and Santos.

RIO DE JANEIRO, DECEMBER 15th, 1885.

The president of São Paulo, Councillor João Alfredo, seems to have stolen a march on the cabinet, or rather the Paulino faction, by declaring all slaves over 65 years of age now and henceforth free. According to the position taken by the cabinet, these slaves can not be liberated under the provisions of the Saraiva-Cotegipe law until after the special registry which is to be opened in April next. This registry is to continue from March 30, 1886, to March 30, 1887. If, now, these slaves of 65 can not be liberated until after the closing of this registry, they will have been retained *eighteen months* in slavery after the date of the law declaring them immediately free. The São Paulo president seems to have seen the gross injustice of this delay, and so has issued instructions to the revenue collectors of that province to the effect that all slaves who have attained the age of 65 years must be considered *immediately* free. Were he not one of the most powerful chiefs of the party, it is doubtful whether he would have dared to take such a step, as it is clearly antagonistic to the views thus far held by the cabinet. As it is, the semi-official organ of the ministry, the *Diário do Brasil*, makes haste to announce that the government is in entire accord with this interpretation of the law, which of course means a victory for João Alfredo, but is significantly silent about its extension to the other provinces. If now President Tanney, of Santa Catharina, who is personally in favor of immediate action, will issue instructions similar to those of his colleague in São Paulo, the sincerity of the Cotegipe cabinet in this matter will be put to a fair test. If the government really holds this view, it is strange that three months should have been allowed to pass without some definite action.

Some of our colleagues here and in the provinces have been recently devoting their attention to a discussion of a report, emanating in Paris, relative to a purpose of the German government to colonize portions of Brazil with a view of ultimately annexing them to the German empire. The absurdity of the report ought to have been so apparent that no serious discussion would ever have followed. Whatever purpose the German government may have in encouraging emigration to Brazil, annexation certainly can not be one of them. There may be some foundation for the belief, however, that Germany favors emigration to Brazil, because here the emigrants are never so

effectually separated from the mother country as in the United States, and are therefore better contributors to German trade and enterprise. In the United States the German emigrant soon becomes an American citizen; he loses all of his interest in the mother country except so far as family ties are concerned, and his children are educated in English and become as much American in thought and feeling as the children of American parents. In the emigrant to the United States, Germany's loss is total and absolute. But so far as Brazil is concerned, the case is radically different. Here the emigrants are located in colonies under special laws and restrictions, and no inducements are held out to them to become citizens. And with the result that very few ever do become Brazilian subjects. In the last half century, less than 7,000 of all nationalities have become naturalized Brazilians. The Germans have for the most part settled in colonies, and have retained the language, customs and traditions of the mother country. Their intimate connection with Germany is never lost. They remain German until death, and in many of the large German settlements their children are also German in every sense of the word. Manifestly a state of affairs like this is far more satisfactory to the German government than that in the United States. Whether it is as beneficial to Brazil, we leave the Brazilians themselves to decide.

ALTHOUGH there is no danger of Germany's entering upon an elaborate scheme for the settlement and ultimate acquisition of Brazil, there is a danger of this character arising from local conditions which the people of this country should not overlook. Brazil is a very large country, which is settled in detached localities, possessing diverse interests, and united only by slow and defective means of communication. To make such a country strong and homogeneous, the feeling of nationality and union must be exceptionally strong. But is this the case? In the three southern provinces of Rio Grande, Santa Catharina and Paraná, the German element is very strong; and as this element is only imperfectly and to a very limited extent incorporated into the body politic of the empire, its feeling of devotion and allegiance to the imperial government is naturally weak and uncertain. The three central provinces of São Paulo, Rio de Janeiro and Minas Geraes are the principal slave-holding and coffee-producing provinces of the empire, and have therefore common interests which will tend to keep them united. And yet, the republican element is stronger and better represented in these provinces than in any other part of the country. Bahia and Maranhão are the two eminently conservative and loyal provinces, and are, as a rule, cordially hated by all the others. They are generally found antagonistic to all foreign influences and are violently opposed to the grant of full political, civil and religious rights to foreign-born citizens. Pernambuco has a large and aggressive republican element, and enjoys the distinction of being the principal sugar-exporting region of Brazil. On the Amazon, however, a totally different element must be taken into consideration. The two provinces of Amazonas and Pará are principally dependent upon the export of forest products, of which crude rubber occupies the first place, and are therefore not fully in sympathy with the needs and aspirations of the favored central provinces. They are both in a good financial condition and are both dissatisfied with the policy of expending the great part of their revenues in the imperial capital. Now, the danger lies just here: the moment the one recognized influence which holds them together, is removed, that moment all these repulsive

and disintegrating forces will begin to act. In the absence of any strong and sympathetic government here, the Germans of the south may look to the mother country for protection. São Paulo, Minas Geraes, Pernambuco and a part of Rio de Janeiro will want a republic; Bahia will stick by the Pope and the Empire; while the Amazon provinces will quickly strike out for themselves. Then France will press for the delivery of that disputed territory north of the Amazon, while the Argentines will at once proceed to rectify their boundaries after their own heart. This is no fancy sketch of possibilities, for every one of them is far within the probabilities. And it is all due to that antiquated, suspicious, jealous policy thus far pursued which shuts the immigrants up by themselves and denies them full political rights, for fear that they will exert some modifying influence upon the political institutions of the country. The true policy for Brazil to pursue, is the grant of strong local institutions, the dispersion of immigrants among the people, and their absorption as rapidly as possible into the mass of Brazilian citizenship. There is really far more danger from Brazilian reaction, than from German aggression.

THE recent complaint against a subordinate in the commission maintained in Europe for the purchase and inspection of railway and other material for Brazil in which the state is interested, raises many serious questions as to its utility and management which the government can not afford to overlook. The duties of this commission are manifestly two-fold: 1st, to protect the interests of the state in the purchase of material for its railways, arsenals and other public works and also for those railways, usines, etc., which hold a state guarantee; 2nd, to watch over the interests of reputable manufacturers and contractors by certifying to the character of the material furnished for Brazilian enterprises, which certificate should always be scrupulously respected in Brazil in all matters pertaining to the interests concerned. To make such a certificate trustworthy, the inspector himself, who must be considered as an expert in whom the Brazilian government reposes great confidence, must attend personally to all inspections. The duties are not so frequent and exacting as to render this impossible; on the contrary, there is really so little to do that it ought not to take more than half of one man's time. And, still further, as the bulk of the material supplied comes from Great Britain, the residence of the Brazilian inspector should be in that country. And yet, what are the facts of the case? Instead of attending personally to the work of inspection, the Brazilian agent, Dr. Fernandes Pinheiro, employs subordinates for that service, leaving to them the delicate and responsible duty of certifying to the quality and workmanship of costly machinery upon which the good faith and interests of state, contractor and manufacturer are pledged. And out of this, it now appears, has arisen abuses of a very grave character in the exaction of fees by these subordinate inspectors. If, then, these persons are capable of exacting illegal fees, what assurance can we have that they will not accept bribes to pass inferior material, or to condemn good material at the instigation of rival manufacturers? What faith can be placed in their certificates? and if none, what is the use of retaining such a commission one moment longer? Then, besides, instead of fixing his residence in England, the Brazilian agent resides in Paris, and rarely, if ever, goes across the channel to the country where Brazil's foreign interests are chiefly centred. While in London a few months

ago, we were informed by a Brazilian residing there that Dr. Fernandes Pinheiro had never been in England in the discharge of his duties. As an illustration of the way in which this inspection was effected, he related that once when an eminent firm of sugar machinery manufacturers applied to have a sugar factory plant inspected before shipping it to Brazil, Dr. Pinheiro sent an expert from a rival French house to do the service for him. The English house very properly refused admission to the French expert, as they neither wished to have their premises studied by a rival manufacturer, nor their work made subject to criticism from such a quarter. If now this highly important and responsible service is to be carried on in this manner, would it not be far better for the government to recall its commission and leave it wholly to the honor and responsibility of the manufacturers themselves?

THE Pacific Mail packet *Britannia* arrived at this port on the 28th ult. and was sent on to the Ilha Grande quarantine station the same day because of having called at a suspected Spanish port. Previous to the arrival of the steamer, the government chartered a coasting steamer in port, the *Cervantes*, to take supplies, furniture and employes down to the station so that the *Britannia* might be able to discharge passengers and cargo without delay and then proceed on her voyage. It having been announced that the *Cervantes* was to be employed as a "floating lazaretto," an official announcement was made in the *Diário Oficial* of the 28th that this was a mistake, and that this steamer "had been specially chartered to conduct the personnel, furniture and other things necessary to the inauguration of the quarantine service in the lazaretto of the said island." The *Cervantes*, however, did not leave this port until later in the day, and then took 18 hours for the voyage, arriving there at 2 p.m. on the 29th. In the meantime the *Britannia* was kept waiting, and even after the arrival of the *Cervantes* nothing was done that day, not could anything be done to dispatch the packet rapidly because there were no lighters to receive the cargo. There were only two small open boats with which to land the cargo, and the *Cervantes* could not receive much more than half, so after waiting five days, the captain of the *Britannia* transferred his Rio passengers, who had been compelled to remain on board all this time, and proceeded on his voyage, taking a half of his Rio cargo on to Montevideo. Nor is this all. Although the quarantine buildings have been ready for occupancy some two months, and the furniture for them was on the *Cervantes*, the passengers were forbidden to land, under the penalty of having their boats seized, and were compelled to fill out their quarantine of eight days on board, notwithstanding the official assurance of the 28th that this was not to be done. In view of all these facts, what are we to think of the quarantine prospects at this port? After an expenditure of over 800,000\$, the government wants nearly 500,000\$ more to complete the station, and is still unprepared to carry out even the most trifling service. In common with the entire press of this city, we thought well of the provisions made by the government for the reception of the *Britannia's* passengers and cargo, and we believed that an honest, intelligent effort was to be made to put the Ilha Grande quarantine station into immediate use. But, to what purpose? The whole effort proves a wretched *fiasco*! The port health inspector is wholly unequal to the occasion, nothing is ready, use is not even made of the facilities at hand. The one thing demonstrated is the utter incapacity of the sanitary author-

ities of this port. The government should not permit the commerce of this country to be trifled with in this way, for the loss will not only fall upon travelers and business men, but it will ultimately fall upon the country itself. A proper quarantine service is no longer an experiment among commercial nations, and if the health inspector of this port does not know his business, it will not be very difficult to find a man who does. If the Ilha Grande quarantine station is to be maintained, let it be done in a manner creditable to the port and state, and with the least possible prejudice to those upon whom it is imposed.

Among the proposed changes in the new custom house regulations, those relating to the abandonment of merchandise merit the immediate attention of merchants. Should they become law, they will be a source of endless injustice and complaint; and should merchants permit them to be adopted without protest, it will always be said that their silence was considered by the government as tacit acquiescence in the changes proposed. If we understand the projected change correctly, it is proposed to permit the abandonment of merchandise in the custom house only when the importer or consignee becomes responsible for any balance of duties remaining after the sale of the goods at public auction. In such case no allowance will be made for improper classification. The merchandise will be sold to the highest bidder, and if the proceeds do not meet the duties originally levied, a bill for the balance will be presented to the merchant interested. As it very frequently happens that consignments of cheap or unknown goods are sent here, the duties on which are more than the original cost, even more than the goods will bring in the market here, the only recourse of the consignee is to abandon them in the custom house. If now he is to be compelled not only to lose the goods, but also to pay the unrealized taxes on them, his position will be a hard one indeed. In the case of printed matter, except books, etc, it is proposed to sell only upon an authorization from the parties interested, accompanied with an agreement to pay the balance of duties unrealized. If this is not done, the packages will be destroyed. As the duties are prohibitive—about 25000 per kilo for a single color—this regulation will cause not a little hardship.

From the Buenos Aires Standard November 27th.

LATEST FROM RIO GRANDE.

[Rio Grande do Sul Correspondence of Nov. 21st.]

During the past two years the city of Rio Grande has received two very important additions to aid its prosperity, viz., one the railway to Bagé, a city in the camp, about 175 miles distant, the other a line of "bonds" or cars, in the city, and opened last year.

The Southern Brazilian Rio Grande Railway is, so far, paying its way; that is, the receipts are in excess of the expenses by about 20%, but the whole gross traffic does not average more than \$20,000 a month, the expenses being about 75 to 80% per cent. However, it is more satisfactory (to the country at least) than the state of many other railways in Brazil which have a government guarantee, and that are continually showing deficits.

The fine passes through the flourishing city of Pelotas, the "Princess of the South," as the natives delight to call it, and the head-quarters of our jerked beef trade. When people here begin to see the advantages of travelling, and of the carriage of goods, by railway, the traffic will soon become more developed. It was amusing to see people on horseback striving to outstrip, or rather keep up with the train on the opening day.

The "bonds," or "street cars," are doing a good stroke of business (I see they are announcing a dividend of 8% per annum already) not only with passengers, but also with the carriage of goods to and from the railway station, building materials, fresh meat from the slaughter-houses to the market, &c. They run to a distance of about 3½ miles outside the town, and skirt the "Colada Nova," which is springing up around the railway station, about two miles out.

Another desirable addition to the port will be the patent slip, now in the course of construction, under the able superintendence of Mr. John Evans (of Messrs. Macadam and Evans) and which will be ready for work in a month or two.

I understand that the active and energetic engineers, Messrs. Macadam and Evans, lately established in this city, are preparing a fleet of first-class tug-boats for service both outside the bar and inside the harbor. The one destined for the harbor service is nearly ready. Three more will be built at once of the timber of this province, which will be a great incentive to native labor, besides showing the patriotism of the above-named gentlemen, who, I believe, are Brazilian.

The bar at the entrance of the port, which has been a most serious obstacle to the welfare of not only this city, but also of the whole province, and threatened to become still more so, was suddenly opened in the S. W. by a strong N. E. gale which took place on the 11th July last; the people facetiously called the said gale "Dr. Norleste," which did in one night what the engineers had vainly been trying to do for the past three years. The government had spent large sums of money in commissions of engineers, dredges and other paraphernalia, but without the least result, when lo, Dame Nature came to its aid and scoured out a channel with a depth of water of from 18 to 20 palms, and sometimes even 22, equal to 13 to 14 English feet, the depth having formerly been 12½ to 15 palms—9 to 10½ feet. Now vessels drawing 12 to 12½ feet can easily enter over the bar.

The celebrated Dutch engineer Mr. Peter Caland, who had been specially sent for by the government to survey and examine the bar, visited the city last month. His opinion is that the present depth of water will be preserved, and that with works (of what nature he did not make public) hereafter to be undertaken, a depth of water of from 28 to 33 palms will be obtainable. I only hope that by that time there will be plenty of produce to be shipped, as in the present state of affairs the small sized vessels that come here now are more than sufficient to transport the produce of the province. However, one benefit has occurred since the scouring out of the channel by the famous "Dr. Norleste," and that is that outward freights are much lower, as vessels of suitable size can now bring full cargoes, whereas formerly they could only bring two-thirds.

RIVER PLATE ITEMS.

From the Buenos Aires Herald, November 28.

—Two magnificent carriages arrived at Montevideo on the 26th from Hamburg for General Santos.

—During the months of June, July and August the steam cranes at the Riachuelo produced \$163, and the expenses amounted to \$9,566.

—The police department sent to the stamp office the amount of \$2,630 mps collected in fines during the month of October.

—The French steamers between Bordeaux, Brazil and the River Plate will cease to call at Rio de Janeiro on their outward voyages after this month.

—The provincial government is preparing a bill and a message to Congress for giving a guarantee of interest on the capital invested in frozen meat companies.

—The Executive has approved of the resolutions of the board relative to quarantine, viz.:—to open the ports to vessels from Spanish ports where cholera has existed, but to subject them to fifteen days' quarantine in the port. On other Spanish vessels the observation is reduced to two days. Quarantine is suppressed for vessels from French ports.

—The contract for the 2nd and 3rd series of the loan to the province for the construction of railways was signed on the 23rd by Mr. Sanford, representing S. B. Hale & Co., on behalf of Morion Rose & Co., of London. It is understood that the loan is taken at 82. The first remittance of £200,000 will be despatched from London on December 2nd by the steamer *Albatross*. The proceeds of the loan will be received by the Provincial Bank in reduction of the debt owing by the provincial railways. £300,000 will be received before the end of December.

—An English company has been formed with a large capital for the regular consignment of frozen meat from the Falkland Islands to England. A special agent has been appointed, who has entered into contracts with the sheep farmers for supplying 60,000 sheep for exportation annually for five years. The new steamer *Scotonia* has been chartered by the company for the whole of that period; she has the requisite machinery and freezing rooms for freezing and transporting 1000 tons of sheep every voyage. It is asserted that the flesh of the Falkland Islands sheep is superior to that of the Australian or New Zealand sheep, and the difference of distance is also in favor of the Islands.

—Messrs. Manpas, Escalada, Estrada & Co. have asked for 'protection' for the paper manufactured by them at Zarate, and they suggest that, for this purpose, the duty on foreign paper should be raised from 10 to 25 per cent; that is to say, that all the newspapers in this country should pay an extra tax for the special benefit of Messrs. Manpas & Co.

—It is the duty of the *Direccion de Rentas* to prepare, every year, the tariff of values, and yet it has never been known to do this before the end of December; and it happened, in 1884, that in February the tariff for that year was not ready so that the tariff of 1883 had to be put in force. At the end of last Oct. or beginning of November the Board began to busy itself about revising the tariff, and issued ridiculous notes inviting the commercial corporations to make suggestions, but the time given, eight or ten days, is insufficient for revising the 4,000 or 5,000 items comprised in the tariff.

The sudden alterations in the rates of duties have favored the merchants who are in the secret, but injure the rest, and the tariff ought to be revised seriously and carefully.

The note of the Argentine Industrial Club points out this absurdity, that raw materials pay higher duties than the same things in a manufactured state.

This is the best system for ruining our rising industries. In every well-organized country the taxes are imposed with the view of favoring the mass of the population. Here it is just the contrary. The articles which the rich consume pay lower duties in proportion to their value than those consumed by the poor, and this is prejudicial not only to the latter, but to the few manufacturers which we possess.

The Oriental Republic has exempted from duties tin, iron, and other articles of that kind, thus giving an advantage to the manufacturers of that country over our own.

Alcohol of a high degree of strength pays a higher duty than the liquors and perfumery into which it is converted in this country; the raw yerba mate pays more in duty than its cost of production, whilst the manufactured article pays less.

It is almost certain that none of these denunciations will be taken into account, and that the tariff of values for 1886, with the view of increasing the custom house revenue, will be increased by 30 or 40 per cent.—*El Diario*.

PROVINCIAL NOTES.

—Great disorder is reported from the settlements along to Rio Parati.

—Heavy rains were experienced throughout most of the coffee districts during the first days of the month.

—The French bark *Cecile*, from New York to Batavia, called at Bahia on the 3rd inst. for provisions.

—The November custom house receipts at Bahia amounted to \$19,536\$125, and those of the *receptoría* to \$1,816\$439.

—The November receipts of the Rio Grande do Sul custom house amounted to 120,335\$500, and of the *mea de vendas* 29,371\$481.

—The business houses of Campinos have resolved, in response to a petition, to close their doors at midday on Sundays and holidays.

—The municipal chamber of Petropolis, following the example of the chamber in the capital, restored three slaves to liberty on the 2nd inst.

—The November receipts of the São Paulo post-office were 9,852\$450 for the city and 24,595\$290 for the province, against 8,099\$200 and 21,464\$690 last year.

—The *Correio de Campinos* says that the minister of agriculture, Sr. Consolheiro Antonio Prado, has given liberty to 10 sexagenarian slaves on his São Paulo plantation.

—On the 2nd, the regional exposition at Rezendes, Rio de Janeiro, was opened. *O Fuzil* says that among the exhibits, coffee was notable. Hardly surprising, either.

—On the 8th ult. a boy of 17 was killed by a rocket stick at Bella Vista, near Santa Rita do Sapucahy, Minas Geraes. The rocket was fired horizontally and the stick was driven through the unfortunate victim's right lung.

—We see by our exchanges that the November receipts of the 3rd section of the Santa Catharina provincial treasury amounted to 11,198\$857. If any of our readers know what this means, they are welcome to the news.

—The November custom house receipts at Pernambuco amounted to 794,772\$954, against 948,281\$345 in the same month of last year, a decrease of 156,508\$391. The decrease in the duties on imports was 194,181\$606, but on exports there was an increase of 48,329\$603.

—The opening of the Campinas exposition has been transferred to the 25th inst.

—An unsuccessful attempt was recently made to break into the sub-treasury of Rio Grande do Norte.

—One of the victims of the Tanhaté spiritualists has recently been sent to the São Paulo insane asylum.

—The Italian immigration agent Raoppi, who was recently arrested in São Paulo for fraudulent practices, has died in jail.

—The November export of *hera mate* from Paraná was 720,914 kilos. to Montevideo and 1,284,495 to Buenos Aires.

—The light rain-fall and great heat are causing great damage to the interior districts of Ceará, and fears are expressed that much suffering will result.

—The November receipts of the Victoria, Espírito Santo, custom house amounted to 25,742\$179, against 21,358\$341 in the same month of last year.

—The Rio Grande provincial assembly has authorized the president of that province to call for tenders for the construction of a stone quay at Pelotas.

—The slaves on the Lawrinhas plantation, two kilometres from Cantagallo, recently attempted a revolt, but were foiled by the prompt action of the police officials.

—We deeply regret to note the death from fever of Mr. F. J. Coteching, book-keeper of the Santos Improvements Co., which took place at Santos on the 6th inst. Mr. Coteching had resided in Santos for several years and was highly esteemed.

—The present debt of the province of Sergipe amounts to 535,457\$546, of which 468,000\$ is owing to the Banco Commercial. The revenue of the province in the fiscal year 1884-85 was 322,518\$153, and the expenditures 316,440\$177.

—The Rio Grande provincial assembly voted on the 11th inst. to authorize the prosecution of Bachelor Honório Teixeira Coimbra, *juiz de direito* of the *comarca* of Rio Grande, in accordance with testimony given against him by Capt. Appolynario Porto-Alegre.

—The *Diário*, of Paratyba do Norte, says that the state of affairs in the central districts of that province is becoming distressing in the extreme. Food is scarce and dear, the sun is burning up the pastures and causing the death of the stock, while the prices of those living are low because so many are on the market.

—The province of Espírito Santo levies an export tax of 17 reis per kilo on coffee, 10 reis on sugar, 20 reis on pork and salted fish, 6 reis on raw cotton, 100 reis on tobacco, 4 reis per litre on Indian corn, 8 reis on rice and beans, 10 reis on aguardente, etc. There are but few productive industries, if any, which are not reached by the tax-gatherer.

—A revolting crime was recently committed at Maré, Rio de Janeiro, by a police inspector upon a little girl of 10 years, the daughter of one of his slaves. The mother made so violent an opposition to the wishes of her master, that he had her put in the stocks and savagely whipped. If there is any justice in Brazil, it ought to be meted out to this monster.

—The *Diário Mercantil*, of São Paulo, relates that a resident of Paratybinga, Donato José de Campos, recently lost a boy of 5 years under the following singular circumstance. He was awakened about midnight by an unusual disturbance among his four children, all sleeping in one bed. Going to them and putting his hand on the bed, he was alarmed to find that a large snake was the cause of their restlessness. Hastily procuring a light, he endeavored to save them from injury, but failed. The snake, which proved to be a *jararaca*, 1½ metres long, bit one of the children on the breast and on one hand, from the poisonous effects of which the child died at four o'clock in the afternoon of the same day.

—The *Jornal de Commercio* of the 5th publishes the following statistics of the slave population in Minas Geraes. The statistics are not considered entirely trustworthy by the *Jornal*, but are considered a proof that had the Rio Branco law been executed according to its letter, the position of the country would to-day be better than it is:

Slaves registered 30th Sept., '73 325,393

Arrived to 30 June, 1885..... 102,899

Departures do 99,637 428,292

Deaths 47,295

Freel 16,467 163,399

Number of slaves on 30th June, '85 264,893

The number of liberations appears to be about 4 per cent., while death has reduced the slave population 10 per cent. The number of free-born children is stated to have been 98,161 on 30th June, 1885. Similar tables show that on 30th June in the province of Santa Catharina there were 8,203 slaves. The deaths since the Rio Branco registry were 1,939 and liberations 3,730. The number of free-born children is not published.

—The public illumination of Bahia in November cost 14,600\$.

—The November receipts of the Bahia postoffice were 5,354\$806.

—There were 58 small-pox burials in Bahia during November.

—The ex-employé of the treasury agency at Jaguari, Alagoas, has been granted thirty days to make good a deficit of some 36,000\$ found in his accounts.

—Advices from the interior of the province of Pernambuco say that copious rains towards the end of last month had improved the prospects of the crops and live stock.

—The November receipts of the Bahia custom house were: general, 740,186\$315; provincial, 79,349\$860; and of the *recedida*: general, 41,816\$439; provincial, 46,447\$720.

—The *Diario Mercantil* of São Paulo states that a new 100\$000 note was refused a few days since by the Banco do Brazil branch in that city, because an insignificant piece from one corner was missing. Such examples as these will probably fill the helpless public full of confidence in the honesty and good faith of this great bank.

—The *Tempo* of Rio Claro says that the electric light there on the night of inauguration was very bad, even worse than at the first trial. The contractor explains the difficulty by charging it to a defect in the machinery. As this individual is not an electrician, perhaps a part of the trouble is due to his own ignorance.

—A man named João Lucas was recently assassinated in the municipality of Lençóis, S. Paulo, by three brothers named Antonio, Manoel and José Risada, under circumstances of the most treacherous character. They first invited him to go hunting with them, and then, under the pretence of waiting for a tapir to pass, took the opportunity to shoot him in the face, which was horribly mangled.

—The village of Cacapava, Rio Grande do Sul, has been elevated to the rank of a city. When every cluster of houses becomes a city, every foot-path a railway, every man a public official, and every public official a "doctore" or "commendador," then there will be no need of the millennium. We shall be honored when a man picks our pockets, providing the cities have distinguished us by leaving anything in them.

—On the 4th the minister of agriculture sent to the president of Pernambuco for information a dispatch from the fiscal engineer of the Central Sugar Factories company in which the latter declares he had not only disapproved of a contract made with Amorim Irmãos & Co., for the sale of white sugar in the empire, but further that the company would be responsible for any difference in price arising between prices obtained in Brazil and sales realized in England.

—The *Diario* of Santos complains savagely of the São Paulo company for refusing to receive defective notes in payment of passenger fares and freights. Our colleague should remember that the trouble first arose here in the *Caixa da Amortização*, where torn notes were refused for the most trivial reasons. And if the government refuses to receive its own torn notes, why shall not a private company do the same? Then, too, every company or individual who has remittances abroad to make, loses enough in exchange without increasing it by defective notes.

—The Pernambuco papers notice the arrival there on the 3rd of the British ship *Ben Donan* (?) from San Francisco for Falmouth which had been in collision on the 30th ulto. with an unknown vessel. On the same day, a boat with the captain, his wife, three children and part of the crew of the British ship *Magician* bound from Cardiff for San Francisco, arrived, which was the vessel in collision with the *Ben Donan*. The crew of the *Magician* embarked in three boats, of which the remaining two arrived on the 5th. The crew of a catamaran was instrumental in bringing the first boat to Pernambuco. There seems to have been but one man lost, the second mate of the *Magician*.

—The minister of agriculture in a despatch to his colleague for foreign affairs, dated 7th inst., has given the reasons for the government having cancelled the Rio de Janeiro Central Sugar Factories concession. They are: two extensions of time for completing the work; the abandonment on the beach of the plant destined for the Mangaratiba factory; the bad selection of the site for the Araruama factory; the fact that even had the *Psyche* not been wrecked the Araruama factory could not have been completed within the time marked, and the loss of the vessel cannot therefore be considered a case of *force majeure*; and finally that while the vessel was lost on April 10th, only one hundred days after was the government informed of it, whereas fourteen days after the company proposed to cancel the concession for the Mangaratiba factory with great advantage for itself, but no compensation for the state.

—A miserable scoundrel in the province of Pernambuco recently sold his daughter to a priest for 1,000\$ in cash, 40 helpers (*noivas*) and 6 mares. Can there be no law for the punishment of so hideous a crime?

—Two butchers were arrested and fined 30\$ each in Pará on the 23rd ult., for using false balances. The balances were afterwards deposited at police headquarters and exposed for examination, so that the public could see how they had been cheated.

—The inauguration of the electric lighting of Rio Claro, S. Paulo, took place on the 5th inst. The president of the province, Senator João Alfredo, and a large number of distinguished Paulistas were present. The town was gaily decorated and in the evening a dinner and ball were given to close the festivities.

—According to the *Diario* of Santos, the November receipts of coffee at that port amounted to 241,712 bags, and the clearances to 199,125 bags, including 349 bags to Rio. For the five months ending 30th November, the receipts were 83,024 bags against 775,995 bags last year, and the clearances 537,518 bags against 736,644 bags last year.

RAILROAD NOTES

—The October traffic receipts of the Rio Grande and Bagé railway were 60,225\$200 and expenses 44,903\$800.

—O *Pais* hears that the section of the Grão Pará railway from Petropolis to Petrópolis do Rio will probably be inaugurated early in January.

—The government has authorized the Dom Pedro II railway to give free transport to coffee exhibits for the fifth exposition soon to be opened in this city.

—The fiscal engineer of the Minas and Rio railway has been authorized to permit the free transportation of articles destined for the *Feira de Fôra* industrial exhibition.

—The November traffic receipts of the Leopoldina railway were 263,289\$404, of which passengers contributed 38,212\$540, goods 180,524\$934, and salt, telegraph and sundries 40,359\$170.

—The October receipts of the Paulista company were 261,448\$349 and the expenditures 94,960\$060, leaving a net surplus of 167,352\$280. This increases the surplus since 1st July to 531,945\$10.

—The total receipts of the Tremembé steam tramway at Tanbati, São Paulo, during November amounted to 856\$560 and the expenses to 621\$620. The traffic comprised 1,138 passengers, 258 tons of petroleum shale and 10 carloads of firewood.

—The daily papers of the 5th state that the Banco do Commercio had floated a 10-centure loan of the S. Paulo and S. Amaro tramway. The amount is 250,000\$ in debentures of 200\$, interest 8 per cent., and the loan is repayable in twenty years.

—A railroad company may easily reduce its working expenses to almost any extent, but under such circumstances one must expect in a year or two a new issue of bonds to provide for renewals of tracks, or equipment.—*Boston Commercial Bulletin*.

—The *Railway Times* of the 14th ulto. makes a natural, but rather amusing mistake when it includes salt in the exported articles of the province of Minas. The revenue derived by the Minas and Rio railway from the carriage of salt is into, not from, the interior.

—In order to accommodate the gardeners of Realengo, who have petitioned for facilities to send their produce into the city every morning on the Dom Pedro II line, the minister of agriculture has directed that the train now stopping over night at Sapopemba shall hereafter stop at Realengo.

—By a decree of the 5th inst. the government authorizes an increase of 158,289\$120 in the guaranteed capital of the D. Theresia Christina railway, the increase being for the unforeseen expenditures on the Calceola bridge and Laguna sand tunnel. The aggregate capital of the line, on which an interest guarantee is fixed, now becomes 5,609,298\$028.

—On the question—Does it pay railway companies to manufacture their supplies?—the *American Iron Age* takes the ground advocated by several writers in the *Chicago Railway Age*, and reaches the conclusion that "railroad men will be wise when they leave manufacturing to manufacturers and confine themselves to the operating of railroads."—*Railway News*, Nov. 14.

—At the general meeting of the shareholders of the Minas and Rio railway held in London on the 12th ulto., the chairman, referring to a charge that the line was one to the clouds, said the accounts presented showed the contrary. Returns had not only paid expenses and furnished 44,392 carried forward to reserve, but also had placed a substantial sum in aid of the guarantee of interest. A satisfactory feature in the receipts was the diversity of articles transported. The report and accounts were unanimously adopted.

THE THREE AMERICAS RAILWAY.

Regarding this gigantic enterprise—the building of a great railway to connect the countries of North and South America—Mr. William E. Curtis, secretary of the United States commercial commission to Central and South America, writes as follows to the *Chicago Railway Age*, of October 22:

"The day will come when a citizen of the Argentine Republic will go to Buenos Aires in a railway, and will continue his journey to Colombia and the United States overland through the Isthmus of Darien and the little republics of Central America, visiting the historic city of Mexico en route. A good deal of sport has been made of Hinton Rowan Helper's proposition to connect all the capitals of the hemisphere by a single line of railway, but it is neither insane, nor impracticable. The engineering difficulties are not as great as those which have been overcome by the Denver and Rio Grande company in Colorado; and Mr. Helper's arguments are no more absurd than those used by Thomas H. Benton in the United States Senate, in 1856, in defense of our then great transcontinental project. Thirty years have passed since Mr. Benton was the wisest man of his generation; and the six lines of track which now connect the Pacific slope with the Mississippi valley would have sent to the lunatic asylum any man who would have had the boldness to trace them on a map a quarter of a century ago. Mr. Helper is, or may be, twenty-five years ahead of his generation of engineers, but it is not those who ridicule his energy and persistence to-day will sometime reverse his wisdom. That a line of track will ultimately connect the city of New York with the city of Buenos Ayres—yes, and the tip end of Patagonia—is as certain as the movement of the sun and stars; and to laugh at the suggestion is simply the equivalent of expecting a fool to lead the next generation will be as audacious and energetic as this. Within the next twenty years the world will see the products of the heart of South America seeking markets by way of steel rail tracks from the Andes to the Rio de la Plata; and Buenos Ayres will, in due time, grow to be as large and wealthy a city as New York."

LOCAL NOTES

—The Brazilian Court has gone into mourning for a period of two months because of the death of the king of Spain.

—The Emperor has announced his intention to contribute toward Victor Meilless' panorama of this city.

—The Brazilian consul at Genoa has been authorized to give gratuitous transportation to this port to 20 families of Italian emigrants.

—Dr. Joaquim Nabuco left on the 10th for Pernambuco on election business. Dr. Nabuco had been seriously ill for some time, and has only just recovered his health.

—A poet who can "marry the soft delicacy of Anacreon to the sweet Virgilian tone of an eclogist lovingly ideal" is a regular *rara avis*. O *Pais* of the 9th refers to such an one.

—Notwithstanding the grand 500,000\$ lottery of the 10th, there was a 200,000\$ Bahia lottery drawn on the 12th. The savings bank balance sheet of this month will be interesting.

—The commanding officer of the South Atlantic squadron of the United States Navy, Admiral Earl English, with two officers of his staff, were passengers home on the American packet *Advocate* of the 12th inst.

—The great lottery, grand prize 500,000\$, was drawn on the 10th, 11th and 12th. The newly-made capitalist resides in Santos. O *Pais* says that the tickets unsold represented 205,000\$, but that one of them drew 100,000\$.

—The *Jornal do Commercio* of the 8th reports that leprosy has been cured by the use of a plant called the *cupira branca* and that further investigations as to the qualities of the alleged remedy will be made at the leper's hospital in this city.

—The *Gazeta de Noticias* of the 10th calls attention to the active interest shown by the government in regard to the law reforming the process of foreclosing mortgages. The law was passed with great difficulty some four months ago, but thus far no *regulamento* has appeared.

—The *Gazeta de Noticias* has published a statement of what it costs to be elected a member of Parliament in England. We do better in Brazil; a letter from a chief to a local magnate does the business and there is no personal discomfort in interviewing the "free and independent."

—Some of the daily papers of the 10th state that the neighbors of a hotel situated on a street in Botafogo are complaining of very disagreeable scenes there. The police, it is said, refuse to interfere, as the house is owned by a very elevated person, whose steward apparently has not had his attention called to the matter.

—On the 3rd December the government fixes a period of six months for receiving tenders for the extracting of phosphate of lime from the islands of the Fernando Noronha archipelago, with the exception of that occupied as a penal station. Tenders must be accompanied by a deposit of 3,000\$, and the party obtaining the concession must deposit a further sum of 5,000\$ before signing the contract.

—An extraordinary concert of the Beethoven Club is announced for the evening of the 17th.

—It always amuses us to see people send half tickets in lotteries to charitable institutions, for it strongly savors of joint account business with Providence. Perhaps we are unjust, but the suspicion is unavoidable.

—A youth committed suicide by *suu. per coll.* recently, but in the list of burials the cause of his death is said to have been spontaneous strangulation of the respiratory channels. He is dead, so the matter is not of much interest.

—There is one feature of this *mataouso* business that seems to have escaped notice. We refer to the man found floating in the bay a short time since, upon whose corpse were found documents showing that he had some connection with the matter.

—We see by a Havas telegram of the 9th that the United States Congress has "renounced" the idea of building a second canal across Nicaragua. The source of this item of news (Paris) is suspected, and it will be well, therefore, to put it in quarantine and await further particulars.

—What in the name of common sense does the Protective Society of Unprotected Childhood want with a silver salver and a gold pen set with diamonds and sapphires? It is true they are presents, but would it not have been better to employ the money in protecting the unprotected?

—In November 510 immigrants arrived at the government station at this port, 608 left and 6 remained on the 30th. Of the arrivals 407 were males and 163 females; 403 Italians, 111 Germans, 53 Portuguese, etc. Of the departures, 303 were for S. Paulo, 137 for Rio Grande do Sul, 69 for Sta. Catharina, 51 for Minas Geraes, etc. Since January 1st the total arrivals have been 8,412.

—The *Diario de Noticias* of the 8th says that the minister of agriculture has demanded minute information from Dr. Fernandes Pinheiro as to an alleged demand by one of his subordinates upon the Central Sugar Factories Company for a payment before he would examine some plant destined for the factories. If there be any truth in the charge, no punishment, except hanging, is too severe for this subordinate.

—A Rio telegram was recently received in Buenos Aires to the effect that the Brazilian government has resolved to present decorations to President Roca and Minister Moreno for their efforts to secure the abolition of the duties imposed upon *hervamute* in the Argentine Republic, for which concession the former has revoked the recent law imposing discriminating duties on Argentine jerked beef.

—We see by a provincial colleague that the present population of New York is computed to be 1,100,000. Where the figures came from, we can not conjecture—except it be Paris. For the better information of our colleague, we can state that the census of 1880 gave the city of New York a population of 1,206,299, which was an increase of 28%, or an average of 2.8% a year, on the census returns of 1870. This rate of increase will give New York a present population of about 1,375,000.

—A Paris paper, *Le Matin*, has sounded the note to alarm the natives of this empire as to the projected movements of a German emigration society, and the Berlin (?) correspondent of the *Jornal do Commercio* also refers to the matter. There seems little to be surprised at, that foreign governments should endeavor to prevail upon their citizens or subjects to preserve their nationality when immigrating to Brazil, for the restrictions imposed upon foreign residents by obsolete laws render this almost a necessary precaution.

—The closing exercises of the Collegio Progresso—Miss Eleanor Leslie's school for girls—took place on the evening of the 11th instant at the Conservatory of Music. There was a very crowded attendance, which shows the interest taken in this most excellent school by the public. Several young ladies, we believe, completed their courses of study this year, all of whom passed their public examinations most creditably. Miss Leslie and her teachers are deserving of the highest compliments for the exceptionally good standing which they have won among the schools of this city.

—On the 3rd inst. the minister of empire advised the port health inspector that passengers at the quarantine station would pay: 5\$ per day for 1st class, 2\$500 for 2nd and 800 *reis* for 3rd class. Children under one year pay nothing; up to 4 years one-third of the charges for adults; up to 10 years one-half, and over 10 full rates. The charge for free immigrants will be paid by the department of agriculture, that upon immigrants under contract by the contractors. For disinfecting cargo the charge will be 1\$ per 100 kilos, for skins, hides and raw animal products; 600 reis for manufactures of cotton, wool, flax, skins, hair, human and of animals; 600 reis for other unspecified goods. First-class passenger's baggage will pay 1\$ per 100 kilos; 2nd-class 600 reis and 3rd-class 300 reis. The cost of disinfectants and the salaries of the disinfectors will be paid by the ship.

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